

Amendments to the Claims

Please amend the claims as follows:

1. (Previously amended) A deceleration – limiting barrier adapted to be installed alongside a vehicular roadway for protecting occupants of vehicles that collide with the barrier, comprising:

a net;

anchors;

a flexible strip arranged to secure the net to the anchors, with portions of the strip joined together in a manner as to be susceptible to being pulled apart under a load that is less than a load capacity of the strip; and

a first sacrificial panel adapted to extend alongside the vehicular roadway and comprising means for holding up the net in a vertical position.

2. (Previously amended) The barrier of claim 1, wherein the portions of the strip are joined with fasteners having a tensile strength that is less than the tensile strength of the strip.

3. (Previously amended) The barrier of claim 2, wherein the fasteners are stitched into the portions of the strip.

4. (Cancelled)

5. (Previously amended) The barrier of claim 1, wherein the first sacrificial panel includes a smooth surface on one side, the first sacrificial panel comprising means for deflecting vehicles that collide only tangentially with the deceleration-limiting barrier.

6. (Previously amended) The barrier of claim 1, further comprising a second sacrificial panel, the first and second sacrificial panels sandwiching the net therebetween.

7. (Original) The barrier of claim 1, wherein a plurality of barriers are placed end-to-end alongside a roadway.

8. (Original) The barrier of claim 1, wherein the strip provides a substantially constant level of deceleration.

9. (Original) The barrier of claim 1, wherein the strip provides a non-constant level of deceleration.

10. (Previously amended) A barrier for limiting decelerating of a moving body, comprising:
means for receiving and retaining the moving body;
means for anchoring the receiving and retaining means;
means for decelerating the moving body in a controlled manner to thereby limit the deceleration thereof to below a predefined maximum deceleration level; and
a first sacrificial panel, comprising means for holding up the means for receiving and retaining the moving body.

11. (Cancelled)

12. (Original) The barrier of claim 10, wherein the deceleration means provides a substantially constant level of deceleration.

13. (Original) The barrier of claim 10, wherein the deceleration means provides a non-constant level of deceleration.

14-28. (Cancelled)

29. (Previously added) The deceleration-limiting barrier of claim 6 wherein the first and second sacrificial panels are made of a thin layer of epoxy, concrete or plywood, or combinations thereof.

30. (Previously presented) The barrier of claim 10 wherein the first sacrificial panel is made of a thin layer of epoxy, concrete or plywood, or combinations thereof.

31-39. (Cancelled)

40. (Currently amended) ~~The barrier of Claim 37,~~ A barrier for decelerating a moving body,
comprising:

_____ means for receiving and retaining the moving body;

means for anchoring the receiving and retaining means; and

means for decelerating the moving body in a controlled manner to thereby limit the deceleration thereof to below a predefined maximum deceleration level, the means for decelerating the moving body comprising at least one flexible, energy absorbing strap connected intermediate the means for receiving and retaining the moving body and the means for anchoring the receiving and retaining means, the at least one strap having a plurality of loops formed therein, mutually spaced along the strap and interconnected by unstitched portions of the strap, each loop being formed of mutually adjacent lengths of the strap stitched together by sacrificial stitching formed between the mutually adjacent lengths of strap and defining stitched portions in the respective loops, the tensile strength of the strap being greater than that of the stitches,

wherein the load capacity of the energy absorbing strap is expressed by the equation:

$$\text{Load} = Fr \cdot (Xm1 + Xm2 + Xm3 + \dots + Xmi)$$

wherein the energy absorbing stroke of each loop comprises the length of the respective stitched portion formed therein, and wherein the sum of $Xm1, Xm2, Xm3, \dots, Xmi$ represents the total stroke provided by the individual loops, and

wherein the load capacities of the loops differ..

41. (Previously added) The barrier of Claim 40, the loops comprising means for applying successive decelerative forces upon a moving body impinging upon the means for receiving and retaining the moving body as the loops are ripped apart, the stitches of at least one of the loops being of greater tensile strength than those of at least one other loop, whereby the decelerative forces applied by the loop having stitches of greater tensile strength are greater than those applied by the at least one other loop.

42. (Previously added) The barrier of Claim 41, wherein the energy absorbing strap comprises means for applying decelerative forces upon a moving body impinging upon the means for receiving and retaining the moving body as the loops are successively ripped apart.

43. (Previously added) The barrier of Claim 40, wherein the energy absorbing strap comprises means for applying successively greater decelerative forces upon a moving body impinging upon the receiving means upon loops of successively greater load capacity being ripped apart.

44-48. (Cancelled)

49. (Previously Added) A deceleration – limiting barrier adapted to be installed alongside a vehicular roadway for protecting occupants of vehicles that collide with the barrier, comprising:

a net;

anchors;

a flexible strip arranged to secure the net to the anchors, with portions of the strip joined together in a manner as to be susceptible to being pulled apart under a load that is less than a load capacity of the strip; and

a first sacrificial panel adapted to extend alongside the vehicular roadway and comprising means for holding up the net in a vertical position, the first sacrificial panel having a smooth surface adapted to face the vehicular roadway, the panel comprising means for deflecting vehicles which collide only tangentially with the panel.